

NATIONAL TRANSPORTATION SAFETY BOARD		Time	Date
RECORD OF [] VISIT [] CONFERENCE OR [X] TELEPHONE CALL		1100	9/26/00
Name (s) of Person (s) contacted or in conference and location		Routing	
		Symbol	Initials
Lee Holmes			
RSA Engineering, 2522 Artic Blvd. Suite 200			
Anchorage, AK			
Subject	Previous flights with Jason Ostendorf and N220CS		
Digest	Mr. Holmes called and reported that he had flown in the accident airplane on numerous occasions in the past, the most recent on September 14, 2000, on a flight from Deadhorse to Nuiqsut. Mr. Holmes said he was comfortable flying with Jason, who did not seem to rush, and was good about avoiding bad weather. On the most recent flight in the accident airplane, Mr. Holmes said that during the landing approach to Nuiqsut, Jason put the landing gear down, but the nose gear light did not illuminate. Jason put the gear up, got a gear-up light O.K., and then put the gear down again. The landing gear lights showed three green lights. During the next landing at Barrow, when Jason put the gear down, three green lights illuminated the first time. When asked, Jason commented that the airplane has had problems with dirt on the gear mechanism. Mr. Holmes also said that he did not recall hearing any landing gear warning horns in the accident airplane. He said he heard warning horns in the past when flying on Beech airplanes operated by Cape Symthe.		
Conclusions, Action Taken or Required			
Date 9/26/00	Title <i>Air Safety Investigator</i>	Signature <i>Scott Erickson</i>	